

THE TRANSFORMER

TRANSPORTATION'S NEWEST MASTER SERGEANTS

2T0X1

Arellano, Michael J.
 Barnes, William T.
 Brooks, Linwood C.J.
 Byrd, Johnny C.
 Carruba, Lorraine M.
 Cooper, Robert E.
 Forehand, Juetta A.
 Haralson Floyd M.
 Kennedy, Richard E.
 Kisner, Larry W.
 Massey Brenda F.
 Meier, Mark M.
 Nelson, Dwight H.
 Octavo, Percival C.
 Ortiz, Jose A.
 Reese, Harry L.
 Rule, Glenn T.
 Schouveller, Gregor
 Shoptaugh, Mark S.
 Soto, Felix Jr.
 Stephens, Albert D.
 Stillwell, Alana R.
 Thomas, Frank C.
 Washington, Daryl T.

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Abner, Clifford R.
 Caldwell, Otis R.
 Deane, Todd L.
 Delgado, Jose L.
 Dillon, James N.
 Gibson, Billy M.
 Grimes, David W.
 Hiles, Mark W.
 Holley, Curtis B.
 Hoskins, Rex L.
 Johnson, James R. II
 Jones, Theron E.
 Jordan, Tommy L.
 Lacombe, David W.



Maturano, Joseph A.
 Mays, James P.
 Odom, Craig D.
 Parobek, Darrell G.
 Sheffield, Kenneth
 Sikes, Sandra G.
 Stoker, Shaun A.
 Sweeney, Catharine
 Tate, Timothy W.
 Walker, Gordon D.

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Amato, Joana M.
 Arevalo, Carlos W.
 Bowles, Earnest H. J.
 Bowles, Sheila B.
 Bredahl, James A.
 Bridges, David L.
 Brooks, Marshal T.
 Burrill, Angela M.
 Carter, Clay G.
 Clark, Stephen N.
 Collymore, Belfield
 Crawford, Frank J. J.
 Crouse, James P.
 Davis, Eric L. R.
 Devine, Timothy V.
 Ernst, Garry M.
 Flores, Alfred R.
 Fratoni, Douglas H.
 Friedman, Stephen A.
 Garcia, Annabel D.
 Glover, Kenneth E.
 Gould, Timothy A.
 Green, Bruce D.
 Gross, Thomas V.

Hedrick, William G.
 Herrington, Clifford
 Johnson, Thomas A.
 Kearney, Lawrence W.
 Krueger, Roger W.
 Lacour, Duane A.
 Lane, Larry
 Lawrence, Tommy
 Little, Gary L.
 Lizotte, Gary P.
 Locquiao, Franklin
 Lucas, Donald G., Jr.
 Mack, Gloria J.
 Mars, William H.
 Martin, Manuel Jr.
 Matlock, Craig R.
 Maynard, Paul L.
 Meanley, Paul
 Montgomery, James T.
 Moon, Dexter V.
 Overbeck, Jack W., Jr.
 Patton, William E.
 Perry, Mark A.
 Raneo, Brian K.
 Reid, Dion D.
 Schradle, James J.
 Shadden, Kevin A.
 Sims, Timothy B.
 Slocum, Robert
 Smith, Jerry U.
 Steward, Larry D.
 Stone, Sarita I.
 Swasey, Jeffrey S.
 Tanton, Mark E.
 Tartaglio, Christopher
 Taylor, Martin E.
 Townsell, Elbert C.
 Vasquez, Kenny
 Waltman, Douglas W.
 Woolf, John P.

2T3XO

Bunce, Paul K. II
 Demers, Thomas A.

Felix, Mark A.
Foster, Donald R., Jr.
Johnson, Jeffrey S.
Keirns, Rodney O.
Kelly, Jerry L., Jr.
Lockeby, Ralph T., Jr.
Maltese, Benjamin
McCann, David R.
Miller, Bobby D.
Munger, Jack L.
Muse, Mark S.
Nipper, Joseph L.
Ostrander, Christopher
Sanchez, John P.
Schwald, Roderick A.
Sykes, Carl L.

Tate, Randy L.
Vickner, Karl P.
White, Eddie L., Jr.
2T3X3
Anderson, Marc A.
Archer, Andy R.
Brooks, Adera
Edmonston, John H.
Garten, Bradley J.
Giese, Larry E.
Vasquez, Rickey L.
Walker, Jonathan E.

2T4XO
Akers, Charles W.
Arneson, Brent L.

Dunn, Roger J.
Gilpin, Timothy G.
Hennessey, Michael
Hicks, Maurice V.
Laws, Robert P.
Long, Joseph W.
Matejka, Mark A.
Matsuda, Nat T.
Muther Donald E.
Nixon, Scott D.
Phillips, Michael R.
Rupp, Troy A.
Wiebe, Lauren J.
Woodring, Larry D.

A FOND FAREWELL

As I leave the Pentagon for my next assignment, I think it's important to take the time to say thank you to all the professional men and women who provide our Service members with the finest personal property support available anywhere. The support of the people "in the field" has made our job on the Air Staff much easier during the past three years. The events we've all lived through - floods, hurricanes, snow storms, evacuations, extended TDYs, and short-notice PCS moves, have all been expertly handled by Air Force transporters worldwide. The low frequency and reduced severity of Congressional inquiries we're receiving are evidence of the outstanding work being accomplished daily at the base level.

My hat's off to everyone who keeps the troops moving. The shipment of personal property is one of the most visible quality of life issues in the Air Force, and you do it better than anyone else. Thanks.

Lt Col Bob King
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VEHICLE MAINTENANCE

Vehicle Buy Program

First, I would like to introduce myself and my teammates here in AF/ILSR at the Pentagon. Lt Col (Sel) Dean Smith (a transporter by trade) and myself (a transporter by association) handle the task of obtaining funds for buying vehicles. We will soon be joined by a career broadener, Mr. Ted Reed. We are located in the Combat Support Programs Division of the Directorate of Supply of the Deputy Chief of Staff, Installations and Logistics. Being located in the Directorate of Supply is a little strange in that we manage funds as opposed to your typical supply activities. It is our job to convince the proper people at the Air Staff, OSD, and Congress that vehicles are important and funds need to be provided to buy them. We intend

to advise the results of our efforts in future issues of The Transformer.

By way of background, the FY98 vehicle buy program is funded at less than five per cent of the requirement. This means we have severe shortages for authorizations and thousands of vehicles are being operated beyond their planned life limits. Last year, during the FY98 Program Objective Memorandum (POM) exercise, we presented a seven-year investment fix beginning in FY98 which would bring funding to the 85 percent level by FY04. We succeeded in obtaining approval for a 12-year program with increased funding beginning in FY99. During the FY99 Amended POM exercise this year, we presented a plan to accelerate the 12-year program back to a 7-year program. This was not approved, but we were able to obtain an increase of \$8.6M in FY99 and were invited to present the acceleration program again next year as part of the FY00 POM.

In February, we submitted the FY98 President's Budget to Congress, requesting \$72.1M for buying vehicles. In addition, the Chief of Staff submitted a \$2.2B Unfunded Priority List (UPL) to Congress requesting an additional \$95M for vehicles, should Congress be inclined to appropriate more funds than requested in the official budget submission. This additional request grows to \$201M should Congress appropriate an additional \$3.0B instead of \$2.2B. In FY97, the UPL resulted in Congress adding \$10M for vehicles. In May, we accompanied a House Appropriations Committee, Surveys and Investigations team to Robins AFB to review several vehicle items to determine if there are any FY98 funds that Congress should delete from our budget. The team is not permitted to divulge their findings, but we observed no chinks in our armor that could lead to cuts.

If this information is useful or interesting to you (or not) provide feedback at the following e-mail address. Our intent is to let you know results of our efforts in the funding arena in future issues of "The Transformer."

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Vehicle Maintenance and the "Web", Part Two.

Here is another selection of VM web sites for your surfing pleasure. There is a tremendous amount of information out there, more and more of it is available on the web and pertains to the automotive repair business. If you're not on-line, recommend you get started immediately or you'll be left behind. The pace of change is simply mind-boggling. For example, AF Publications went on CD-ROM only recently, and already there are plans to phase that system out and replace it with on-line access! Are you ready? Paper is going away! (Note: None of the commercial sites or products below are endorsed by the Air Force, this is provided for information only).

Defense Supply Center Richmond. This site has a couple of useful/interesting features. The Hazardous Material Information System (HMIS) provides on-line access to MSDSs. The Vehicular Battery Consignment Program (available in CONUS, Hawaii, and Alaska) provides contractor consignment of batteries for Tactical vehicles in your shop. <http://www.dscr.dla.mil/>

National Highway Traffic Safety Administration (NHTSA). This government site provides search-based access to vehicle safety recalls. It also has links to other safety related sites. <http://www.nhtsa.dot.gov>

Jay Automotive Specialties Inc. This long-term COPARS contractor has gone on-line for automotive parts. IMPAC Card accepted. <http://www.j-auto-specialties.com>

Raybestos Brakes. An automotive industry site, Raybestos

has product information, technical support, troubleshooting information, and training courses. <http://www.raybestos.com>

Bergwall Productions Inc. This is the Bergwall Training company we've known for many years. Their on-line service offers sales of VHS and multimedia based training materials for automotive repair. <http://www.bergwall.com>

Cooper Automotive. Product information on Wagner, Champion, Anco, and several other aftermarket parts suppliers. <http://www.cooperauto.com>

International Automotive Technicians Network (I-ATN). An association of registered automotive repair professionals, this network has e-mail discussion groups and provides a means to chat with other automotive professionals. <http://www.i-atn.com>

OSHA. The Occupational Safety and Health Administration's web site is a one-stop location for OSHA regulations and information. You can find Occupational Safety and Health Standards, a quarterly Job Safety & Health Publication and much more. <http://www.osha-slc.gov>

Adams Marketing. A business site, Adams Marketing sells business supplies for the office. Many items are on GSA contract and available with the IMPAC Card. <http://www.adamsmarketing.com>

Automotive Service Excellence (ASE). On the home page for ASE you can find test information, service tips, career information,

training information, and links.
<http://www.asecert.org>

The Inter-Industry Conference on Auto Collision Repair (I-CAR). This collision repair site offers training courses on subjects such as aluminum repair, replacement and welding, and collision repair 2000.
<http://www.i-car.com>

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AERIAL PORT OPERATIONS

Inspection-A Vital Process

“Let’s go!”, barked MSgt Jones to his team as they prepared to board their flight. Another deployment to an unfamiliar location for this team of aerial porters. In route, MSgt Jones as the team chief reviews where he has each member of his team working. Has he selected the right person for the right job? He’s got a young team and concerned about their qualifications. Especially the Joint Inspection (JI) area. He’s assigned SSgt Smith as the senior joint inspector with three airmen to round out the team. They all meet current JI training standard as Hazardous Material Preparers or Inspectors and have attended the Intermediate Wartime Contingency Course (IWC), the AMC Affiliation Program and a local mobility training. But are they proficient? How often had they done a JI? When was the last time they had performed a JI? He knows classroom training (including CBT) can be effective, but is usually

accomplished on a one-time, or sporadic basis. Personnel might be considered trained after classroom instruction, but without hands-on experience they are not proficient. “I’ll talk to them about proficiency and the importance of the JI when we’re preparing for redeployment,” he tells himself.

Remembering what he’d said three months earlier he decides to get his team together. “OK, you guys come on in here and let’s talk about this redeployment”, he calls to his JI team. SSgt Smith and his inspectors listen intently as he discusses how important their job is to a safe airlift mission. How JI provides a very critical service to both the aircrew and the moving force in the form of a “safety flight check.” Aircrews recognize that a thorough joint inspection guarantees that the load is ready for airlift. “Good joint inspectors can and do speed up the air deployment process by identifying and helping the moving unit to correct discrepancies quickly.” This also educates the moving unit on how to properly prepare their equipment for the next deployment. This education process benefits everyone in the airlift system. “Sarge, I don’t have time to teach’em anything, I just want’a get the job done and get home,” spouted one of the airmen. “I know it’s been a long 3 month deployment, but let me tell you what happens when you rush and cut corners for any reason on a JI,” shot back MSgt Jones. “Fuel in tank levels are exceeded causing spillage during flight. Containers with hazardous material leaks producing toxic odors. A secondary load not secured could

shift in flight and puncture or damage another container with hazardous material or injure a passenger. Mishaps like these result in aborted missions, wasted fuel, damage to aircraft and equipment, and injury to personnel.”

The joint inspection is performed to ensure errors like these are corrected and that all cargo and equipment are properly prepared for airlift. Also that all hazardous items have a Declaration of Dangerous Goods form. The DD Form 2133 should also be used to ensure all items have been thoroughly inspected by a member of the moving unit and are ready for airlift. This provides a good record of responsibility for a piece of cargo. At this point, the cargo is off limits to the moving force, no additions, no subtractions. Don’t forget, our equipment has to meet the same standard, so let’s get it prepared correctly. Let’s get it done!

Six months later...“Let’s go!”, barks SSgt Smith as he assembles his team to depart on another deployment. His words take him back several months to a different deployment, hearing MSgt Jones say the same thing. He recalls the discussion about joint inspection and wonders about his JI team. SSgt Smith says to himself, “I’ll talk to them about their mission and the **VITAL PROCESS**.”

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AMC Transportation Systems

Headquarters Air Mobility Command Transportation Systems Support Branch (HQ AMC/DOUT). This article is to provide you a brief look at DOUT, a branch under the Operations and Transportation Systems Support Division, Directorate of Operations. Colonel R. Stephen Bunn is the Division Chief, his Deputy is Colonel Chuck Duell. As the name implies, this division is responsible for the development and functional management for the operations and transportation systems in AMC.

The division manages over 20 systems, for instance, the Global Decision Support System (GDSS), the Command and Control Information Processing System (C2IPS), the Consolidated Aerial Port System (CAPS) and the Passenger Reservation and Manifesting System (PRAMS) to name a few. The Transportation Systems Support Branch manages six AMC transportation systems and provides systems policy on behalf of AMC on 25 plus outside interfaces.

The branch completes these requirements with three officers, six enlisted, and three civilians. The branch chief is Lt Col Isaiah Clark; Ms. Patti Hutt is his Deputy. In addition to branch responsibilities and mountains of staff work, Col Clark is the overall CAPS Functional Manager (FM) and Patti is our primary GATES FM. Capt Ed Yates is the functional for the Aerial Port Automated Command and Control System (APACCS); Capt Mike Bringold will soon replace Capt Yates as he is expecting PCS orders in the near future. MSgt Tom Barton is the branch superintendent and the GATES Decision Support, Mission Operations, and Interfacing Requirements Functional Manager.

TSgt Jim Bredahl is our CAPS Second-Generation Passenger Automated Check-in System (SPRACS) FM and is leading the development and selection of an AMC standard Flight Information Display System (FIDS). TSgt J.J. Johnson is our CAPS II Cargo functional representative and is also leading the fielding of the next release of the Remote Consolidated Aerial Port Sub-System (RCAPS). TSgt Jeff Corthell is new to us from Hickam and just started yesterday. He will take over TSgt Johnson's responsibilities, as he has PCS orders to Dobbins to be the AMC reserve coordinator to 21 AF. TSgt Dennis Beougher, our surface transportation expert, is our Alt GATES FM and is our on-site representative to our GATES contractor in O'Fallon, Illinois. He is also the point of contact for all surface related issues. SSgt Jeff Payne is our Headquarters On-line System for Transportation (HOST) functional and is assisting TSgt Johnson on the release of RCAPS 3.2 this fall. Mr. Larry Elliott is our PRAMS FM, he is our POC for all Passenger Reservations Center related issues and is leading the GATES Passenger Reservations requirements and fielding efforts. New to our office today is Ms. Kathy Grant; Kathy is a contractor responsible for the development and maintenance of the tables, over 100, in the GATES program, a monumental task!

The CAPS system is close to baselining and will soon migrate to the Global Air Transportation Execution System (GATES). We are close to completing the customer test within the systems development phase of GATES. We will soon begin soliciting field support to facilitate the completion and are

preparing for the Nov 98 release of Build One (release 1). Joint Application Development (JAD) sessions are schedule and plans are in the works for AMC representatives to visit the theaters to showcase the GATES program. This tour will also solicit input from the field to facilitate release of the program at CAPS II sites beginning in Nov 98.

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VEHICLE OPERATIONS

Vehicle Operations 1997 Utilization & Training Workshop

The Vehicle Operations Utilization & Training Workshop (U&TW) was held 20 - 22 May 97 at Ft Leonard Wood MO. This workshop reviewed our Career Field Education and Training Plan (CFETP), technical training and course development curriculum (CDCs). The forum of MAJCOM 2T1functional representatives agreed to the following changes:

a. Color Vision Restriction: Concern was voiced over vehicle operators being unable to operate vehicles on the flightline due to poor color vision. The group consensus was that color blindness should be a disqualifier for the 2T1X1 AFSC. HQ AF/ILT will coordinate with Airfield Management and Medical functional managers to determine if a equitable vision restriction statement could be developed for inclusion in AFI 36-2108, Airman Classification.

b. The forum made numerous proficiency code changes to the

STS. Redundant items captured under ancillary training programs were deleted. Significant changes made are as follows:

- (1) Flightline vehicle operation was included as a core task.
- (2) Formal initial skills bus training was changed from the "2b" to "2c" proficiency level. This action results in more student exposure to bus operations.
- (3) Instruction on the 10K F/L will be provided in the 3-level course.
- (4) REMS included as a mandatory upgrade item for award of the 7-skill level.
- (5) REMS and OLVIMS/REMS reconciliation was added to the STS.
- (6) Official Use/Misuse Program replaces Official Use Policy and subtasks; 1) policy and 2) reporting procedures were added to the STS.
- (7) REMS and official use/misuse policy was included in the 7-Level course.
- (8) Convoy operations was deleted from the advanced skills course curriculum.

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Vehicle Operations Technical Training Classroom Sponsorship
During the 1997 Vehicle Operations U&TW, our Technical Training School requested each

MAJCOM sponsor a classroom. Items needed include squadron emblems, action photos, posters, unit hats, etc. These items will give the students their first impression of units in the field. We currently have 1/3rd of the 2T1 career field in ACC, it would be appropriate for us to create a 1st rate impression to our incoming vehicle operators. Request items be sent to HQ ACC/LGTVO, Attn SMSgt Gagnon.

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TRAFFIC MANAGEMENT

Travel to England

Have you or your family ever arrived at London Gatwick or Heathrow airports and thought to yourself; "*How do I get to where I am going from here?*" Good question! Here are some helpful hints that you can pass along to all of those lucky travelers who will be coming our way in the future.

First of all in a PCS situation, contact your sponsor. If you are returning from or going on a TDY, pass your flight information to your supervisor or the section you will be assigned to during the TDY. Those individuals are the initial link to a smooth arrival in England. They had to go through it before themselves, so they're experienced.

If you cannot contact those individuals prior to your arrival, contact the destination TMO before you depart. They are professionals just like all

transporters and they will know what to do.

Please don't attempt to arrange your own commercial travel from the airport to your destination unless you are confident the cost in British Pounds Sterling will not exceed the allowable government constructed travel cost. This is vital because the cost of a commercial taxi to several of many locations in England can exceed \$200.00! That figure may be well over your approved government constructed travel cost and you may not be reimbursed. By the time the member discovers this cruel twist, the money is out their pockets for good.

Remedy: Your destination TMO in England manages several approved tenders of service with commercial taxi companies who will pick you up at Gatwick or Heathrow and drop you off at your destination. Also, there is military arranged, scheduled bus service between Gatwick or Heathrow Airports and some bases in England. You will be required to provide four copies of your travel orders to the driver and then their company will bill the destination TMO. Sounds easy? Right!

The rates negotiated for this commercial transport are often 30% cheaper than other taxi companies who have no service agreement with the United States Armed Forces. Best of all, you don't have to give them any money! So, if your sponsor can't pick you up or a GOV shuttle is not available, remember TMO will take care of you and get you to your final destination. Please pass this information to all of your



counselors to use in their travel briefings.

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Baggage Movement

In today's Air Force, where quality is an integral part of our daily mission, the Unaccompanied Baggage Function within the Cargo Movement Element at Lackland Air Force Base offers the finest service found anywhere in the world. Basic trainee graduates and technical school students are offered a low cost, but quality alternative to the DPM method of shipping their personal effects to their permanent duty station, or their next TDY assignment.

The existing setup provides for the best customer receiving baggage line there is. As the students enter the warehouse, they place their baggage on the roller system for easy handling. Each student receives one-on-one quality service from one of our experts which includes a short briefing that explains how the shipping process works from the time they turn-in their property to TMO, to the time they accept it at destination. Before members depart the warehouse, they are given a receipt for their property which list the number of pieces and weight turned in for shipment.

This service eliminates the need for students to make an appointment with a DPM contractor to pick up the items from their dormitory. The amount

of time spent bringing their items to the warehouse is far less than the time spent waiting for the contractor to show up.

Our first class service doesn't stop even after we have offered the shipment to the carrier. When required, we trace the shipment while it is in transit or after it arrives at destination. Our UPS Tracking System is an excellent tracking device that provides an intransit visibility for every shipment tendered to the UPS Transportation System. Once the tracking process is initiated, it takes only a few minutes for the system to generate a detailed status listing of the shipment that indicates the date, time, location and name of individual who accepted the cargo at the last location.

Each time we provide service to these students, we show them how quality plays an important role within the military. When they leave our warehouse, we feel we have provided the finest service that is always available anywhere.

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COMBAT READINESS

Mobility Natural Working Group and "Red Team", Combat Readiness and Resources

Members of the deployment machine developed a Mobility



Natural Working Group (MNWG)

to enhance communication, reduce write-ups, and improve overall operations of the Cargo Deployment Function. With budgets and manpower shrinking, more emphasis was put on utilizing each person to their maximum capability. All work-center NCOICs, Combat Readiness personnel, Wing Plans, and various squadron unit deployment managers met to resolve problems in the mobility machine. The team used the 7-step continuous improvement process and the results were impressive. After 4 exercises they realized a 67 percent reduction in write-ups, better facility organization, and reduced manning in the mobility machine. Additionally, over 43 initiatives to improve operations, facility layout and checklists were submitted and completed.

In an attempt to provide single level service to customers during mobility exercises and deployments, the working group developed a "Red Team". The "Red Team" serves in a capacity as cargo inspectors who are available to visit deploying units prior to marshaling. The "Red Team" answers cargo preparation and hazardous cargo questions. There are two teams composed of air transportation specialists and augmentees qualified in most areas of the cargo deployment function. The working group conducted trend analysis after each exercise and discovered that virtually all cargo write-ups were eliminated. Additionally, there was no record of frustrated cargo. The "Red Team" is a service on demand team. Customers call either the

cargo deployment function or Combat Readiness for assistance. The team offers practical solutions to simple field obstacles. Benefits include improved unit efficiency, improved marshaling yard productivity, and hands-on guidance.

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Airlift Management Update

Special Assignment Airlift Mission (SAAM): SAAMs are the main source of support for ACC exercise deployments. The SAAM request has a strict format that migrates into a USTRANSCOM computer system. This format is available to you on the ACC LGT Web site at <http://www.acclog.af.mil/lgt/lgt.htm> under the LGTR page (see SAAM instructions). We can fax or E-mail you copies of samples and formats or if you mail us a disk, we can download the files and return the disk full of information ready to use. And if you still need assistance, we will go over the request with you on the phone. The requirements for completing a SAAM request are simple: Plan airlift in C-141B equivalents. Use at least 75 percent of the aircraft Allowable Cabin Load (ACL). Be accurate with the date and time you want to deploy and redeploy. If you can do all of this within the 45 day cutoff and don't make any changes within the 30 day window, you can save 10 percent of the airlift cost. In most cases this discount incentive is distributed to the participating

wings on a quarterly basis. Just ask your fellow transporters at the 1 TRNS, the 33 XPL, and the 99 TRNS. They earned a total of \$12,063 in incentives last quarter.

Space Available Cargo/Passengers

This is cargo or passengers eligible for (but unfunded for) movement within the Defense Transportation System (DTS). This new system replaced the old "Opportune Airlift" system. To use this system, users must submit requests using the same procedures used for submitting SAAMs with the following exceptions: The subject will be "Space Available SAAM." In the field labeled "BILLING," use "/-". In the field labeled "REMARKS," include the words "unfunded transportation request" in addition to any other information that may enhance the DTS ability to support the request. Send your request to HQ ACC/LGTRA and we will validate it to USTRANSCOM. They will post it on the USTRANSCOM web page at <https://ustcweb.safb.af.mil:801/>. From the web page any flying wing can volunteer to support your mission. Also, units can monitor the support of their request through the web page.

Joint Airborne/Air Transportability Training (JA/ATT) Program

ACC uses aircraft from the JA/ATT program to conduct hands-on training for ready program load team augmentees. IAW ACCI 24-250, units are required to use a minimum of three JA/ATT missions (one each C-5, C-141 and KC-10) per fiscal year. C-17s can be used in lieu of C-

141s. All aircraft will be used a minimum of 8 hours for training. JA/ATT workshops are scheduled 2 months ahead of the requirements month. For example: August requirements are validated at the June workshop. Good planning and flexibility is the key to getting support. Units can use these missions in conjunction with their wing exercise (adds realism).

Dual-Role Tanker Missions (KC-10s and KC-135s): To use a tanker aircraft as a dual-role mission (refueling and hauling cargo/pax), the operations folks must first establish and validate the refueling requirement.

They provide the "Refueling Sequence Number(s) to the SAAM requester, who must include them in the remarks section of the request. To qualify for a dual-role mission, you must have at least 6 pallets of cargo, not including baggage pallet for a KC10 and at least two pallets of cargo for a KC135. The subject line of the request should read Dual Role KC10 or KC135 SAAM Request. Info HQ AMC TACC SCOTT AFB IL//XOOT//. This is the only time you send an info copy to AMC. NOTE: Once any SAAM request is approved, the TRANSCOM SAAM shop will publish a Mission Operating Directive (MOD), normally 17 days prior to your pickup date and info all the addressees in the SAAM validation. If the request is non supported, they will publish a non support message.

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Training And Development

Executive Development

1. LOG 092. The next Senior Transportation Executive Development Program is tentatively scheduled for 8-19 Sep. Additional information will be provided to the MAJCOMs in June. The course is open to Lt Col/ GS-13 or higher and tells of the latest developments in national policies, management techniques and new technologies affecting the commercial transportation and physical distribution disciplines.

2. Officer Career Field Education and Training Plan. MAJCOMs and Air Staff have been busy creating a CFETP that tells transportation officers what to expect during their careers. The Plan will describe typical jobs, milestones for schools and explain what courses are available to the transportation officer. The CFETP will be available this summer.

3. Awards. Interested in learning more about the 1996 Transportation Award winners? Visit the Air Staff Home page at <http://www.hq.af.mil/AFLG/LGT/ilt.html>.

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Transportation Officer Career Field Education and Training Plan (CFETP)

You asked for it! MAJCOM reps have been hard at work on a career

plan for transportation officers. The CFETP is now on the HQ SAF/ILT Home page www.hq.af.mil/AFLG-/LGT/ilt.html and describes milestones for officers, jobs, schools, and special programs for the transportation officer. The guide tells the new transportation officer as well as the supervisor what opportunities exist in our career field. This is the first edition and we're pretty proud of it. Check it out and send your comments to paynel@af.pentagon.mil or your MAJCOM LGTR rep.

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Air Command and Staff College Distance Learning Programs

A world-class team educating mid-career officers to lead in developing, advancing and applying air and space power across the spectrum of service, joint and combined military operations. -ACSC Mission Statement.

Air Command and Staff College (ACSC), the Air Force's intermediate professional military education (PME) school, prepares field grade officers and US civilians to assume positions of higher responsibility within the military and government arenas. Geared toward teaching the skills necessary for command, ACSC focuses on shaping and molding tomorrow's squadron commanders.

The college's academic environment stimulates and encourages free expression of ideas as well as independent, analytical, and creative thinking. ACSC,

keeping pace with our sister service PME schools, is Phase I Joint PME (JPME) accredited. Additionally, the American Council on Education recommends up to 27 semester hours of graduate credit be awarded. The actual number of credits awarded depends on your graduate school.

SELECTING YOUR PROGRAM

The ACSC distance learning curriculum is delivered on CD ROM, print based materials, and via the Internet. Students receive an integrated multimedia curriculum that includes textbook readings, video and interactive applications. Students may choose one of three methods to complete the program:

1. Correspondence (self-study): This method affords students the opportunity to choose the time and place of study. ACSC provides the framework for completing this program by providing a recommended schedule for students to follow. Students may enroll at any time throughout the year. Students have 18 months to complete this program and must achieve a minimum score of 70% on each of 4 examinations.

2. Seminar: In this 11 month program, students meet weekly (on-base) in a forum designed for the free exchange of ideas and opinions on vital issues facing the USAF, DoD and the nation. Seminar participants share unique

background experiences and technical expertise. ACSC provides the framework for conducting the seminar program by providing a schedule for the seminars to follow. This seminar is composed of 8-18 members. Seminars begin in August of each year.

3. *Cyber Seminars:* In this 11 month program students meet weekly in a "cyberspace" forum designed for the free exchange of ideas and opinions on vital issues facing the USAF, DoD and the nation. Seminar participants share unique background experiences and technical expertise. ACSC provides the framework for conducting this seminar by providing a schedule for the seminars to follow. The seminar is composed of 8-15 members. Cyber Seminars also begin in August of each year. Students must subscribe to an on-line service providing Internet access. Students conduct weekly meeting in the ACSC Electronic Classrooms. Students are financially responsible for all costs associated with their on-line services. Students choosing this method of study must contact the ACSC Distance Learning Department upon enrollment.

Students selecting the seminar and cyber seminar methods must serve as a lesson leader for a variety of lessons, achieve a minimum score of 70% on each of 4

examinations and have no more than 6 absences.

ACSC AND THE INTERNET

ACSC has a Distance Learning Electronic Campus on the Internet. Any student enrolled in the ACSC program may have access to our campus. The campus contains a library with lesson plans, audio/video files and research documents. Additionally, students can post messages on our bulletin boards and join on-going discussions in the chat areas. Note: Students are financially responsible for all costs associated with their on-line services. For additional information or to obtain access to the campus contact our Distance Learning Department at DSN 493-7901 or (334) 953-7901 or e-mail: acsmdl@max1.au.af.mil

Computer Hardware and Software Requirements

Minimum: IBM compatible computer with 486SX CPU operating at 33 MHz, 4Mb RAM, MS-DOS 5.0 or greater and Windows 3.1 or greater, a VGA monitor with 256 color capable video card and a CD ROM drive with sound card and speakers.

Recommended: IBM compatible computer with a Pentium 100 MHz CPU, 16 Mb RAM, MS-DOS 6.2 or higher and Windows 3.11 or Windows 95, SVGA monitor with 1Mb, 4X CD ROM, 16 bit sound card with speakers and a 28.8 Baud modem for Internet access.

Eligibility

ACSC Programs are offered to:

- Active duty and non-extended active duty (Reserve and National Guard) major selects

and above in all US military services.

- Federal civilian employees, GS-11 and above or equivalent.
- Civil Air Patrol officers in the grade of major and above (eligible for the correspondence courses only).

International Officers serving with the US Air Force in education, training, exchange, or liaison roles may be eligible. Consult AFCAT 36-2223 for specific enrollment criteria.

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Career Program Internet Connection

Surf our web pages for the latest information on your career program. . .

http://www.afpc.af.mil/civ_car

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Computer Based Training (CBT)

Attention all 2T0xx first-line supervisors! In an amazing display of cooperative thinking, a team comprising members from AMC, AFMC, ANG, and Air Staff recently met at the Air Mobility Warfare Center (AMWC) at Ft Dix, New Jersey. The reason for the meeting was to iron out the final details in the development of the first (of many) Computer Based Training

(CBT) lessons designed for the 2T0 career field. The subject of the first lesson will be “accountable forms process” and will provide an over-view of how sections are to obtain, process, change, or destroy accountable forms, and the necessity of filling them out correctly, as well as the ramifications of errors.

There are a whole series of CBTs planned for the career field that will provide training in all aspects of traffic management. Once fielded, they will be a great asset to your existing OJT program.

These CBTs are in no way meant to replace technical training or to eliminate the necessity for an OJT program. They are simply meant to make it *easier* for supervisors to provide training to newly assigned airmen when *facilitating* their transition to the 5 skill level. One of main objectives is to help airman obtain knowledge level training in areas they may not have an opportunity to work with on a regular basis. This will also help individuals when testing for promotion.

The ultimate goal of the CBT program is to create lessons that can be used Air Force wide. This was an initiative that was first discussed at the Enlisted Transportation Advisory Group (ETAG) meeting in February 1997.

The following individuals formed our initial task force to get this project underway: CMSgt Herb Schlecht, HQ AF/ILTT; MSgt Mark Cullen, HQ AMC/DONPT; MSgt John McDaniel, HQ AMC/DOZM; SMSgt Tony Thomas, HQ ANGRG; and SMSgt (s) Steve Parsons, HQ AFMC.

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Enlisted Corner

Transporters Represented at Logistics BOA

An opportunity I couldn't refuse fell in my lap in April thanks to a well timed suggestion by my 2T2 counterpart, Chief Kaercher. The AF/IL, Lt.Gen Hallin, was hosting a Logistics Board of Advisors meeting at Lackland AFB, and he wanted each of his Air Staff Directorates to send a Chief to discuss enlisted training issues—obviously I was the lucky one. The theme for the LG BOA was “Taking Care of Our People.” This really was a great opportunity as I was able to represent the enlisted transporters by highlighting some of the concerns we've heard while on trips and at forums such as Utilization and Training Workshops (U&TW) and the Enlisted Transportation Advisory Group (ETAG). Feedback from these forums proved invaluable since we were on a short fuse to get this ten minute briefing together. I also gathered inputs from CMSgt Leo Kaercher, Air Transportation CFM; SMSgt Tim Stern, Vehicle Maintenance CFM, and MSgt Ron Malone, Vehicle Operations CFM prior to building our transportation briefing. This ensured we had a wide scope of general transportation inputs as well as some specialty specific issues. The briefing included an overview providing status of CDCs, CFETPs, and transportation

in-residence training capabilities. Some of the more specific concerns discussed were:

- The high operations tempo we all face
- Lack of regulatory guidance in some of our specialties and the actions we're taking to overcome this hurdle
- Challenges due to our transportation schools being geographically separated and some are located on Army and Navy bases
- Issue of maintainers not getting full CCAF certification now that their 3-level course in joint Air Force and Navy school
- The status of Mission Ready Technician training within the maintenance and traffic management specialties
- Our perception of AETC opportunities, and specifically
- Computer Based Training

Our goal was to make Gen Hallin and his MAJCOM and FOA counterparts aware of some of the things we're concerned with, and to gain some understanding or support where appropriate. It helped that many of our concerns were shared and highlighted in the briefings provided by the Chiefs representing Supply, Logistics Plans, and Aircraft Maintenance. Many of the issues were brought up to plant a seed in some of our senior leaders minds, and to that regard we were certainly successful. The BOA was very receptive to the briefing and shared our concerns on most of the issues discussed. We immediately reaped a positive benefit to this briefing when Gen Hallin levied his support to recovering the lost CCAF credits

for our maintainers (note: see CCAF Award Credit article further detailing the success of this initiative). This article was intended to keep you informed of some of the actions taking place within our Headquarters and maybe pique your interest a little bit. For more in-depth information on the LG BOA briefing, you can access the power point briefing, with note pages, on the transportation home page at <http://www.hq.af.mil/aflg/-lgt/ilt.html> Use hot key to access Enlisted Transportation Personnel Issues.

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HQ USAF 2T2X1 Career Field Manager Update

As the HQ USAF 2T2X1, Air Transportation Specialist, Career Field Manager (CFM), I will be periodically submitting updates to the Transformer for dissemination to all 2T2s. This update will include a brief description of what the duties and responsibilities of a CFM consist of; the current status of both the rewrite of the 5-skill level Career Development Courses (CDCs); and the newly developed 3-skill level CDC.

The Air Force Career Field Manager (CFM) duties and responsibilities are outlined in several Air Force publications. Some of the more significant duties include: conduct Utilization & Training Workshops (U&TW) established through AETC training programs; ensure a Career Field Education Training Plan (CFETP)

is developed and implemented as the core education and training document, and ensure the CFETP is maintained by annually reviewing the document at a U&TW; communicate directly with MAJCOM CFMs and AETC Training Managers to disseminate Air Force and career field policies and program requirements; and oversee the CDC program. This requires the CFM to be involved in the planning, development, and activation process to make sure the course characteristics, development, target group, and activation date meet the career field needs and that the career field personnel are aware of these factors.

The current status of the rewrite of the 5-skill level CDCs and development and implementation of the 3-skill level CDCs is as follows. Volume one of the 5-skill level CDCs have been printed. Volume two has been reviewed for a final time and will be printed shortly. Volume three has been forwarded to 345 TRS/TTT in "camera ready" format for the final review. The Extension Course Institute (ECI) has indicated that as soon as volume three comes out of print, they will stop shipping the old version (60555 CDCs) and automatically start shipping the new version. They're looking at an earlier release than planned, possibly as early as Jul 97. The 3-skill level CDCs are being developed as the result of the 1996 U&TW. These CDCs are for the use of the Air Reserve Components and are being written to the task knowledge level of the STSs under the 3-skill level blocks. The initial drafts have been reviewed and returned to the 345 TRS/TTT.

Finally I would like to acknowledge the staff of Air Transportation specialists at the 345 TRS, Lackland AFB. This group of hard working men and women are not only air transportation experts but outstanding instructors and writers. Well done!

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Worldwide Transportation Conference

HQ USAF Director of Transportation held the 1997 Worldwide Transportation Conference 6 - 8 Apr 97. This year's conference was hosted by the men and women of the 325th Transportation Squadron, Tyndall AFB, FL. The theme of this year's conference was "Focused Logistics" which is one of the four operational concepts identified in Joint Vision 2010. Combat operations of the 21st Century will require highly responsive and agile forces. Air Force leadership has adopted the concept of time-definite re-supply, representing a fundamental shift in the way we support deployed forces. Under this theme, the conference agenda was assembled with an impressive array of topics and presenters to update the attendees on the late-breaking issues that affect all of us in transportation. Issues such as outsourcing & privatization, manpower, training, and a wide variety of vehicle and traffic management topics. Experts from an array of agencies including

MAJCOMs, DLA, and USTRANSCOM briefed on projects and issues such as Global Transportation Network (GTN), Government Contracted City Pairs, Air Mobility Express, and World Wide Express, to name a few. The conference also included paying tribute to the annual USAF Transportation award winners--- individuals and unit that continually demonstrate outstanding transportation support. Congratulations to all the winners!

For this year's Worldwide Transportation Conference, the Director of Transportation's enlisted Career Field Managers (CFMs) were invited to attend the entire conference. They presented briefings on the 1997 Enlisted Transportation Advisory Group Conference from each of the specific Air Force Specialties workshops. CMS Kaercher, ETAG chairperson, briefed on the general session topics from the conference and then each CFM briefed on their particular functional workshop issues. CMS Schlecht briefed on the Traffic Management workshop issues, CMS Kaercher briefed on the Air Transportation workshop issues, and Mr Wiley briefed on Vehicle Operations and Vehicle Maintenance workshop issues. Additionally, the CFMs were key players in the Transportation awards banquet. CMS Schlecht introduced the key note speaker, Ms. Mary Lou McHugh, the Assistant Deputy Under Secretary of Defense for Transportation Policy and CMS Kaercher assisted BGen (S) Saunders in presenting each individual and unit winner

with their respective transportation award. This was indeed an honor and rewarding learning experience for the enlisted staff members to see this conference in its entirety.

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Accurate Personnel Data, the First Step in Enlisted Career Management

This is the first of a series of articles that we hope will help demystify the assignment system and assist in your Career Management. The Chief of Airman Assignments Division states in the AFPC Web Site, "there are no smoke, no mirrors, no dart boards, no secret handshakes" in the assignment system. I would like to reinforce that statement, and assure you that this is indeed the case with the transportation team. The assignment system is just that, a system, and it makes decisions based on the data that is fed into it.

If the data is not accurate, decisions are made that do not make any sense. This is where the member comes into play. It is your responsibility, and the first step in Career Management, to ensure that your personnel data is accurate. To do this simply visit your Commanders Support Staff (formerly Orderly Room) and have a personnel specialist pull up your data in PC III and check it out. The most important fields, as far as the assignment system goes, are Date Arrived Station (DAS), Short Tour Return Date (STRD),

Overseas Duty Selection Date (ODSD), number of Short Tours (S/TR) and if you are overseas, your Date Eligible to Return from Overseas (DEROS). The data in these fields are the primary drivers in the assignment selection process. Additionally, if you are overseas, ensure that the DEROS option you selected was properly processed. If you discover any discrepancies in the above fields, contact your local Military Personnel Flight and ask them how to correct it. We will get into the specifics of how personnel are racked and stacked for assignment selection, in future articles.

A lot of the calls we receive are the result of inaccurate data driving an assignment selection. A couple of examples are; a person has a short tour that is not properly annotated in the system and to his/her surprise receives a non-voluntary short tour; or someone thought they were on an indefinite DEROS, but receives an assignment back to the states because it was not coded in the system. With a proper review of your personnel data you can help avoid these stressful events.

If, after contacting your CSS, the local MPF, and the AFPC Web Site (<http://www.afpc.af.mil/>), you still cannot resolve an assignment issue, please contact our office. Phone numbers are 487-3751, 4008, and 5205. My e-mail address is mesechet@hq.afpc.af.mil. We prefer you use e-mail, and I guarantee if you send me an e-mail, you will receive a reply. Ensure you use the personnel expertise that is available at your base. The local MPF is a critical link in the personnel and

assignment process and we will not bypass them. If there are any questions or topics that you would like addressed, please e-mail them to me. Again, the purpose of this article is to inform you how to use the assignment system to your advantage. We will not be able to process 12,000 assignments to Hawaii, but, we will help you manage your career better, and hopefully aid you in getting the assignments that you want.

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CCAF Awards Credit for Interservice Training

Over 2,000 Air Force enlisted personnel attend initial skills (3-level) training each year at Army, Navy, or DoD schools which are not affiliated with CCAF. Therefore Air Force graduates of these courses do not earn CCAF credit upon course completion.

Recently, CCAF developed a process for awarding credit to Air Force enlisted personnel who complete initial skills training courses at non-Air Force schools. Credit may be earned by Air Force course graduates based on demonstrated knowledge and task competency upon award of the journeyman skill level. Air Force course graduates will automatically be reported to CCAF via the Air Force Training Management System. Credit earned as a result of this process will not satisfy the CCAF residency requirement since the credit was not earned at a CCAF affiliated school.

Effective 1 Jun 97, an Air Force student's CCAF Progress Report will reflect the course number and number of semester hours of credit which may be applied. The letter P will be printed on the progress report between the course number and the semester hour value to denote that demonstrated knowledge and task competency credit may be earned but will not be applied until upgrade to the journeyman level. The absence of brackets on the progress report indicates a student has yet to earn the 5-skill level. The progress report is annotated in this manner to aid academic advisors in counseling students.

Retroactive credit will be awarded contingent upon receipt of appropriate course documents from the respective Army, Navy, or DOD school conducting the initial skills course. More than 2,000 Air Force enlisted personnel will benefit from this new process each year.

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Other Items of Interest

95th TRNS On-line

The 95th Transportation Squadron at Edwards AFB CA has recently gone on-line with its very own internet web page. Located in California's Mojave Desert, Edwards is a base with a unique mission as it hosts the Air Force Flight Test Center. As the Air Force's second largest base

(301,000 acres) and because of its semi-remote location, Edwards provides some definite challenges for its transporters.

The new web page highlights services, procedures, opportunities and information surrounding all aspects of transportation support at Edwards. The design of our web page is to serve a two-fold purpose. First, it allows us to provide an additional avenue of communication with our customers located right here at Edwards. Second, it provides an opportunity for personnel inbound to the squadron or to the base access to information about the unit, base and surrounding area. With a link to the Family Support Center, an abundant amount of information is only fingertips away!

We encourage anyone in the transportation arena to visit our site and help yourself to any information you find useful. In addition, our site contains beneficial information concerning PCS moves that any military member could find useful regardless of where they may be PCSing to or from. Edwards also operates with a general purpose vehicle fleet furnished by the General Services Administration (GSA). There is information loaded concerning the GSA operation as well.

We'd like to hear from you if you have suggestions, comments or recommendations to improve our site. Hopefully, you will find our web page informative and helpful. The web page can be accessed at: (<http://cpf.edwards.af.mil/trans>). See you all on-line!

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OPSTEMPO & PERSTEMPO

The AMC 2T2XX career field continues to maintain a relatively brisk OPSTEMPO. Due to the on-going DOD worldwide commitments, I do not anticipate the OPSTEMPO will decrease in the foreseeable future. In Apr 97, HQ USAF/XO sent out a message which stated the AF desire is for individuals (PERSTEMPO) to spend less than 120 days TDY per year but expect high demand units (OPSTEMPO) to exceed 120 days per year. An Air Staff working group will continue to study the issue. CMSgt Kaercher, HQ USAF/ILTR is also requesting TDY data for Jan-Jun 97 through the respective MAJCOMs to do a comparison with other sources of TDY data. Therefore, one thing we can count on is the OPSTEMPO/PERSTEMPO subject matter to remain a hot topic for the foreseeable future.

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Integrity

We have all recently been challenged to teach our personnel the Air Force Core Values of integrity, service before self, and excellence in all we do. Part of this training should be the need to emphasize and act with these core

values in mind. I'd like to talk a little about integrity. During a recent event at Tyndall it appeared that either within our own community we do not understand the true meaning of official use of Government vehicles, or we chose (since we are the owners of the commodity) to look the other way when it comes to what our personnel use vehicles for. Integrity means doing the right thing whether anyone is looking or not. You do it because it is the right and proper thing to do. When placing your personnel out on the road, while the trip may be something which enhances morale and improves squadron unity, think twice. Is the use in the best interest of the Government? How would you feel if it made the front page of your local newspaper? Could you explain and justify if something should happen. Remember the best way to instruct the core values is to teach them by example.

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Civilian/ANG Transporter Retires

Mr. Richard Moore, ANGRC/LGT has retired after 37 years of Civil service. He also served with 113FW, Wash DC ANG in a military status and retired in the grade of Chief Master Sergeant. The ANG will miss Mr. Moore and his pro-active support for the Air National Guard. We wish him well in his retirement and future endeavors.

NDTA Award

NDTA officials recently announced that Mr. Harry Schuetze of the 76 LG/LGTP has been selected for a lifetime Achievement Award by the Alamo Chapter of the National Defense Transportation Association. Congratulations to Mr. Schuetze

PUBLISHER

The office responsible for the management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of the "The Transformer" and distribute them throughout your unit.

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Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate has to be an action that has had some results, positive or negative.

Articles may be submitted by...
(1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article, and (5) NEW! Using our internet on-line input form at:

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All articles **must** be submitted through your MAJCOM POC, listed on this page.

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